

BOSNIA AND HERZEGOVINA  
FEDERATION OF BOSNIA AND HERZEGOVINA  
FBiH MINISTRY OF ENVIRONMENT AND TOURISM

Number: UP-I 05/2-23-11-177/17  
Sarajevo, 13 December 2017

JP AUTOCESTE FBiH d.o.o.  
Braće Fejića bb  
88 000 Mostar

/seal: Illegible/

To FBiH Administration for Inspection Affairs  
Fehima ef Ćurčića 6  
71 000 Sarajevo

**SUBJECT: Decision on Environmental permit, for delivery**

Attached, please, find the Decision number: UPI-05/2-23-11-177/17 from 13 December 2017 issuing an Environmental Permit to operator JP Autoceste FBiH d.o.o. Mostar for **Tarčin-Zukići sub-section (from km 0 + 000 up to 10 + 500)**, as part of the Tarčin-Mostar Sjever section, for the Corridor Vc Motorway Project.

Respectfully,

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Herzegovina  
Federation of Bosnia and  
Herzegovina FBiH  
Ministry of Environment  
and Tourism/

MINISTER  
/signature/  
Dr Edita Đapo

Copies to:

- Above-mentioned
- Documentation
- Archives

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Number: UP-I 05/2-23-11-177/17  
Sarajevo, 13 December 2017

The FBiH Ministry of Environment and Tourism, in deciding on the application of JP Autoceste FBiH d.o.o. Mostar from 05 September 2017 for the issuing of a renewed environmental permit for the Corridor Vc Motorway section: Tarčin-Zukići project (from km 0+000 up to 10 + 500), as part of the Tarčin-Mostar Sjever section, and pursuant to Article 68 and 71 of the Law on Environmental Protection (Official Gazette of FBiH, number 33/03 , number 38/09) and Article 200 of the Law on Administrative Procedure (Official Gazette of FBiH, number 2/96 and 48/99) issues the following

## ***DECISION***

**1.Environmental Permit is hereby issued** to JP Autoceste FBiH d.o.o. Mostar for the **Tarčin-Zukići sub-section** (from km 0+000 up to 10+500), as part of the Tarčin-Mostar Sjever section for the Corridor Vc Motorway Project.

2.The Environmental permit is issued to JP Autoceste FBiH d.o.o. Mostar for the Tarčin-Zukići sub-section (from km 0+000 up to 10+500), as part of the Tarčin-Mostar Sjever section, for the Corridor VC Motorway Project. The Tarčin-Zukići sub-section begins at the end of the Lepenica-Tarčin sub-section, immediately after the Tarčin interchange, and ends in the Zukići area (Konjic municipality), at the distance of cca 3 km behind the Ivan Tunnel.

### **3. Measures of prevention and reduction of harmful environmental impact**

#### **3.1. Measures of reduction of impact on waters during the Motorway construction and use**

- to perform permanent control in the sense of elimination of possible impact on waters in accordance with the Decision on previous water approval issued by the Sava River Watershed Agency, number UP-I/25-1-40-276-3/17 and the Adriatic Sea Watershed Agency, number UP/40-1/25-2-48/17,
- To envisage a special method of area blasting with a view to preventing disturbances of hydraulic regime of water flow there where the route passes through water well fields or in the vicinity of water resource management structures,
- To envisage the use of solely clean materials for backfilling in the vicinity of watercourses,
- excavation material to be used in construction activities is to be dumped outside the water pollution risk zones, the dumping of excavated material may not be done in sanitary protection zones or on water resources,
- Repair of machinery and oil replacement may not be performed on the construction site, but within the areas designated for this purpose outside the zones defined as the zones of high risk of pollution,
- To comply with the regulations regulating the issue of water protection and to implement water quality monitoring,
- to envisage a system of channels, just like oil and grease separator,
- To envisage spraying of treated water from the oil and grease separator onto the areas of land rich in vegetation,
- To select a blasting method that will not disturb the underground watercourses,
- to protect erosion sensitive surfaces by stabilization means and plants preventing erosion,
- to maintain the drainage system on a regular basis,
- to prohibit storing of fuel and lubricants along the road route,
- To prevent contamination of water systems with chemical substances used at the construction site,
- To prevent contamination due to waste disposal at temporary depots;

#### **3.3.Measures of mitigating of impact on population:**

During the construction and for the purpose of mitigating the impact on population:

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- to comply with the construction prohibition regimes within the protected zone,
- to prohibit junctions to the trunk road and prevent physically,
- to prohibit uncontrolled junctions by putting up fences, soft landscaping along the road, trench drains, fills and similar,
- to construct and maintain transverse passages for local population during construction,
- to secure, through the expropriation elaborate and investment programmes, funds for indemnification i.e. for ensuring replacement locations for the population's agricultural activities,
- to ensure maximum proper operation and functionality of motor fuel combustion systems on all exhaust pipes of all machines and vehicles and to install filters for soot separation,
- to apply, during blasting, the technique of millisecond activation of blasting charge with directed blasting action,
- to relocate the population due to physical threat during performance of works for the purpose of their housing in adequate replacement locations.

During the exploitation, and for the purpose of mitigating the impact on population:

- To implement the measures of noise protection,
- To implement the measures of protection against water, air and soil pollution,
- To implement the measures of development of and remediation of negative impact on landscape.

### **3.3. Measures of prevention of emission of polluting substances into the air:**

During the construction:

- to install soot separation filters on exhaust pipes of all machines and vehicles with diesels engines;
- to ensure maximum proper operation and functionality of motor fuel combustion systems and to use fuel with guaranteed quality standard,
- to suppress the dust that is unavoidable during construction by irrigating-spraying the roadway and operational surfaces;
- sound walls, in addition to the noise, also reduce the diffusion of emitted polluting substances into the air ;
- To design vertical ventilation ducts in tunnel,
- to design local speed reduction in areas with high background concentration,
- to select an explosive for blasting with the least harmful impact on environment,
- to plant thick vegetation with plenty of leaves in the belt between the road and the settlements,
- to use drills with dust collection in plastic bags,
- to use, during performance of works in dry season, cisterns for water spraying so as to reduce the emission of excessive dust, when entering on a public road remove the mud generating dust from the vehicle wheels ,
- to use, during transportation of soil from excavations and asphalted mixtures, tarps for cargo covering in order to reduce emission of gases and dust.

During the exploitation:

- To set up protective belts to reduce the spread of air pollution outside the road area there where that could have negative consequences for the soil and underground waters.

### **3.4. Measures to prevent production of waste during construction and exploitation:**

- all excavation material that will not be used immediately for construction activities is to be dumped at designated locations protected against erosion,
- to recycle the solid old asphalt waste and to reuse it for the construction of the Corridor Vc Motorway, for Tarčin-Zukići sub-section (from km 0+000 up to 10+500), as part of the Tarčin-Mostar Sjever section,
- to use protective foils during fuel and lubricants decanting on construction layers,
- to conduct frequent and controlled utility and hazardous waste disposal in a proper manner i.e. to prohibit any temporary or permanent waste material disposal on the surrounding land, and to ensure waterproof waste containers,
- to envisage a channel system, just like an oil and grease separator,
- to protect the erosion-sensitive surfaces using stabilization means and plants preventing erosion,
- to dispose of waste grease and oils from the grease and oil separator in a legal manner,
- Other measures aimed at preventing waste production to be implemented in accordance with the Decree on site development, obligatory site documentation and construction participants (Official Gazette of FBiH, number 48/09 and 75/09), i.e. in a way foreseen under the Construction Waste Management Plan that constitutes an integral part of the application for the issuing of a renewed environmental permit.

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### **3.5. Measures to reduce harmful impact on visual space values during construction and exploitation:**

- to remove fertile soil and dump it at a designated place,
- to remediate the site surfaces and other zones of temporary impact, i.e. to bring them to their initial condition, depending on the future use of the space (agricultural surfaces, natural vegetation).

The said measures of protection are to be incorporated into the Landscaping Design.

### **3.6. Measures to prevent and reduce harmful impact on soil during motorway preparation and construction:**

#### **3.6.1 Measures during motorway preparation and construction:**

- to set up vegetation belts to prevent contamination of high-value agricultural land,
- to plant low and high trees all the way along the road route for the purpose of more efficient protection against soil erosion,
- to develop horticulturally the embankment along the road to ensure an organic mass that is good recipient of pollutants, in particular heavy metals, but it should not be used in the food chain of animals or humans,
- to envisage a drainage system to take precipitation waters outside agricultural land zone on the part of the route running through the agricultural land,
- dot construct rest facilities (stations) and/or catering facilities in the agricultural land zone,
- To undertake appropriate ranges during the construction of the road route or in cases where access to land plots is disabled due to watercourse regulation, by way of which access will be ensured to all land plots through the constructing of access roads, construction of bridges and passageways,
- remediation of degraded land: to remediate, during the road construction, the land on which erosion processes, waterlogging, have appeared, where facilities have been erected for the needs of the construction site (settlements, parking lots, storage and warehouse space), landfills for disposal of removed fertile soil layer and open borrow pits for filling material,
- to perform all crude oil and petroleum products handling during the construction, supplying of machines, with maximum protection measures in order to prevent spilling, to collect all oil and other petroleum products containers and take them to controlled contractor's landfills wherefrom they are taken away in a controlled manner through authorized utility company,
- to park, obligatorily, the machines solely in places designated for machine parking, to undertake special measures of protection against soil pollution with oil, crude oil and petroleum products, and in case of pollution of soil by oil leak or in a different way to remove that layer of the soil and take it to the landfill,
- To prohibit washing of machines and vehicles in the works zone,
- during the performance of earthworks to dump, treat and later on, to use the humus layer of the soil for developing the embankment and the green belt along the road,
- to return all surfaces damaged due to construction works to their initial condition and/or to develop them horticulturally after completion of works,
- The Investor – JP Autoceste FBiH was obliged to envisage all actions and activities relating to soil waste material during the designing of the motorway construction for the Tarčin-Zukići sub-section,
- the designer is obliged to ensure, as part of the design, disposal of surplus soil material in the sense of dumping of such material in accordance with the Waste Management Plan i.e. Articles 19 and 20 of the Law on Waste Management (Official Gazette of FBiH, No 33/03 and 72/09).
- “landfills” for disposal of surplus soil material created during the road construction, in this specific case may not be treated as landfills in the sense of provisions of the Law on Waste Management (Official Gazette of FBiH, number 33/03 and 72/09), they do not satisfy the minimum criteria prescribed under Annex 1 of the Rulebook on the content of the Waste Management Adjustment Plan for the existing waste treatment installations or disposal, activities that are undertaken by the competent body (Official Gazette of FBiH, number 9/05), and that relate to the infrastructure (existence of a fence and a locking gate, office, machinery), human resources (manager, at least one bulldozer operator).
- in accordance with the Waste Management Plan, the Investor is obliged to specify the conditions for the disposal of excavation soil material as defined in the environmental permit. Article 19 of Law on Waste Management (official Gazette of FBiH, number 33/03 and 72/09) prescribes

the obligation to update the Waste Management Plan in case of any changes relating to waste generation,

- To prepare special cultivation projects for all material borrow pits.

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Measures of protection during exploitation involve regular maintenance of the drainage system, wind protection belts and protective fence.

### **3.6.2. Measures of prevention of agricultural soil pollution:**

- to prohibit the use of unleaded fuel,
- To use obligatorily catalytic converters for vehicles,
- To regulate the speed at critical points and in zones of intense agricultural production (Agrozona I),
- To prohibit the growing of agricultural cultures in the motorway corridor belt that accumulate harmful and hazardous substances in their edible parts (lettuce, spinach, onions, chard and similar),
- To grow cultures under controlled conditions in the immediate vicinity of the road (greenhouse production of flowers and ornamental plants), to produce industrial plants in open fields and arable crops (cereals and potatoes), and fruits and vegetables at larger distances.

### **3.6.3. Measures to mitigate the pollution of agricultural soil:**

- to ensure passability and accessibility for agricultural plots,
- to conduct remediation of degraded land,
- to de-contaminate (technical, chemical and fito-melioration) the contaminated soil,
- To set up vegetation belts,
- to set up all material landfills, material borrow pits, construction machinery bases with workshops, workers' camps and similar facilities at locations that do not represent zones with deep fertile soil and that are not within the range of the agricultural land area. Such an approach would represent the best quality measure to mitigate the negative impact on soil and agricultural land area, during the motorway construction,
- to build curtains at locations at which it is necessary to construct a warehouse, a construction material base, service workshop for construction machinery or a similar temporary facility, as a measure to mitigate negative impact on agricultural land area, that will protect the said area against unwanted contaminators. To install, in addition to such curtains, sprinkler plants and prevent dust from affecting agricultural production at locations with frequent passage of heavy construction machines and trucks,
- for soil, as a natural resource it is important, as the most significant measures of mitigation, that the concept of its return to the condition in which it was prior to the start of works be implemented, if construction of a permanent facility has not led to its permanent destruction,
- to mitigate the indirect negative impact by implementing and forming protective vegetation belts that shall have the required dimensions, forms and structure of plant species for each specific location.

### **3.7. Measures to reduce the negative impact on the noise level:**

#### **During designing:**

- during the designing, it is necessary to apply the Guidelines for planning, construction and preservation of facilities for protection against noise generated due to road traffic,
- set up sound barriers for elimination of sources and elimination with receivers,
- to set up non-transparent barriers of 3 m in height with reinforced concrete supports,
- if the motorway passes through inhabited places (50 meters away from house windows or less), to set up protective noise walls (glass, concrete and fast-growing trees, depending on the construction possibilities),

#### **During the construction:**

- to reduce excessive construction site noise by using new machinery and non-electric ignition during blasting,

#### **During the exploitation:**

- In areas situated in the zone of possible exceeding of the noise level, i.e. in settlements, to envisage barriers for protection against noise if the level of noise is proven to exceed limit values,
- To plant thick vegetation with plenty of leaves in the belt between the road and settlements,

### **3.8. Measures of compliance with safety and technical infrastructure elements:**

- to relocate the lines, i.e. to insulate (protect) the lines with technical measures.
- To ensure traffic signalisation during construction and to ensure, if needed, traffic police patrols,
- to comply with safety and technical elements, in the main design and preliminary works, at points of intersection of overhead power lines with the motorway,

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-to provide a technical solution for collision points on the motorway on gas pipeline routes; routes of all gas pipelines need to be harmonised with the adopted motorway route.

### **3.9. Measures to prevent impact on infrastructure**

- critical areas are identified and speed bumps are set up just like crossing points,
- neighbourhoods are informed in advance about the route of bypasses and a time schedule is prepared for the planned tasks,
- traffic signs and site warnings are set up in a timely manner,
- bypasses are repaired after construction.

### **3.10. Measures to reduce impact on flora and fauna with a special emphasis on hunting game:**

- to envisage temporary technical measures of protection against water erosion (perimeter canals implementation, covering of artificial slopes with waterproof foils),
- to apply measures of emission of solid particles, dust and pollutants to air,
- to renew the autochthonous vegetation on all surfaces that were temporarily used for the purpose of road construction,
- to fence up the site and thus limit the negative impact belt,
- for hunting grounds that are divided into larger zones, their adequate mutual connection needs to be established,
- to set up corridors as crossing structures for wildlife, in order to mitigate the degradation of habitat and enable a possibility of daily and seasonal migration to a certain extent,
- the main structures by way of which the necessary communication corridors may be realized include: water culverts, passageways and crossings connecting the existing flows of movement of animals and people, viaducts, bridges and special structures to enable movement of animals,
- to redistribute hunting ground area, in order to prevent smaller hunting ground parts being separated from the rest on the other side of the motorway. Adequate mutual connections to be established for hunting grounds divided into larger zones,
- to enable movement in acceptable conditions on the current and/or future migration routes i.e. to set up corridors as crossing structures for wildlife on the motorway, in order to mitigate, in that way, the degradation of habitats and enable the possibility of daily and seasonal migration,
- for watercourses cut by the motorway route, to form wildlife zones to enable unhindered movement of wildlife in the East-West direction and vice-versa,
- the main structures by way of which the necessary communication corridors may be realized include: water culverts, passageways and crossings connecting the existing flows of movement of animals and people, viaducts, bridges and special structures to enable movement of animals. The said structures must be built in a way to enable, in addition to their main function, unhindered movement of animals and communication between the West and East parts of the hunting ground.

### **3.11. Landscape**

- after completion of construction works, the existing landscape is to be restored to its initial condition,
- to plant and maintain autochthonous plants immediately after the completion of construction works and additionally during the motorway exploitation,

### **3.12. Protected nature parts**

According to the design, the area within the road range is not in contact with the protected parts of natural heritage. To preserve the existing vegetation as much as possible during the execution of works.

### **3.13. Ecological accidents**

- to undertake technical measures of prevention and reduction of occurrence of ecological accidents during the road exploitation,
- .to organise regular cleaning of the road (cleaning of drain channels, grass mowing and bush cutting along the road, rehabilitation of traffic signalisation and similar) in order to reduce the risk of traffic accidents.

### **3.11. Technical measures of prevention during the design phase**

- to plan the area around the road and establish clearly the zones and regimes of construction prohibition within the protected zone,
- to set up fences along the road in order to prevent physically the possibility of junctions,
- To conduct soft landscaping along the road,
- To set up trench drains even in areas where that is technically not necessary, but where junctions to the road may not be prevented in any other way.

### **3.1. Special measures of protection**

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- in case of failure of a vehicle transporting hazardous cargo in powder or granules, to stop the traffic and address a request to a specialised service that needs to remove hazardous cargo and conduct sanitation of the roadway; bulk powder or granular material has to be removed from the roadway solely by mechanical means (return to new appropriate packing, cleaning, shredding etc), without water rinsing
- In case of failure of a vehicle carrying hazardous fluid materials, to stop the traffic and invite the competent service and specialised teams to remediate the damage,
- to remove the dispensed material from the motorway using special sorbents,
- if the fluid has gone out of the profile and has polluted the soil, the remediation is to be carried out by way of its removal,
- all materials collected this way are to be treated by special regeneration procedures or dumped at places designated for disposal of such materials.

#### 4. Limit values of emissions for pollutants

##### 4.1. Limit values of harmful substances in waste waters

The limit values for technological waste waters are defined under the Decree on conditions for waste water discharge in natural recipients and public sewer system (Official Gazette of FBiH, no. 101/15 and 1/16).

PARAMETER	UNIT MEASURE	OF SURFACE WATER	PUBLIC SEWER
Temperature	°C	30	40
pH		6.0 – 9.0	5.5.-9.5
Settleable matters	(ml/l)	0.5	10.0
Total suspended matter	(mg/l)	35	<300
<b>OXYGEN REGIME</b>			
BKP <sub>5</sub>	(mgO <sub>2</sub> /l)	25	250
KPK-Cr	(mgO <sub>2</sub> /l)	125	700
<b>INORGANIC PARAMETERS</b>			
Aluminium, Al	(mg/l)	2.0	4.0
Arsenic, As	(mg/l)	0.1	0.2
Copper, Cu	(mg/l)	0.3	1.0
Barium, Ba	(mg/l)	2.5	5.0
Boron, B	(mg/l)	1.0	4.0
Zink, Zn	(mg/l)	1.0	2.0
Cobalt, Co	(mg/l)	0.5	1.0
Tin, Sn	(mg/l)	0.5	2.0
Chromium total, Cr	(mg/l)	0.1	1.0
Chromium hexavalent Cr <sub>6+</sub>	(mg/l)	0.05	0.10
Manganese, Mn	(mg/l)	1.0	3.0
Nickel, Ni	(mg/l)	0.5	1.0
Lead, Pb	(mg/l)	0.2	0.5
Selenium, Se	(mg/l)	0.05	0.10
Silver, Ag	(mg/l)	0.10	0.20
Iron, Fe	(mg/l)	2.0	4.0
Mercury, Hg	(mg/l)	0.005	0.010
Cadmium, Cd	(mg/l)	0.01	0.10
Fluorides	(mg/l)	2.0	12.0
Cyanides	(mg/l)	0.01	0.05

Sulphides	(mg/l)	0.1	1.0
Sulphates	(mg/l)	200	300
Sulphites	(mg/l)	1.0	10.0
Chlorides	(mg/l)	200	250
Active chlorine	(mg/l)	0.05	1.00
<b>NUTRIENTS</b>			
Total nitrogen, N	(mg/l)	10	100
Ammonium ion-NH <sub>4</sub> <sup>+</sup>	(mg/l)	10	40
Nitrites – NO <sub>2</sub>	(mg/l)	0.5	10.0
Nitrites NO <sub>3</sub>	(mg/l)	10	50
Total phosphorous, P	(mg/l)	1.0	5.0
<b>ORGANIC SUBSTANCES</b>			
Total organic carbon (TOC)	(mg/l)	15	30
Total aromatic hydrocarbons (PAH)	(mg/l)	0.02	0.20
Volatile aromatic hydrocarbons	(mg/l)	0.1	1.0
Total halogenated hydrocarbon	(mg/l)	0.1	1.0
Total polychlorinated biphenyls (PCBs)	(mg/l)	0.01	0.02
Total organic phosphorous and carbamate pesticides	(mg/l)	0.05	0.10
Total organochlorine pesticides	(mg/l)	0.025	0.050
Mineral oils	(mg/l)	5.0	20.0
Total oils and greases	(mg/l)	20	100
Total surface active matters (detergents and other)	(mg/l)	1.0	20.0
Total phenols	(mg/l)	0.1	1.0
<b>RADIOACTIVITY</b>			
Total beta radioactivity	(mBq/l)	500	2000
<b>TOXICITY</b>			

#### 4.2 Limit values of ambient air quality

The limit values of ambient air quality need to be in conformance with the Rulebook on the method of air quality monitoring and defining of types of pollutants, limit values and other air quality standards (Official Gazette of FBiH, no. 1/12).

#### 4.2. Limit noise values

The permitted noise levels in an open space/outdoor noise – at the first apartment buildings/houses, in accordance with the Law on Noise Protection (Official Gazette of FBiH, no. 110/12).

The permitted noise levels:

Zone	Characteristics of area exploitation	Outdoor noise standard in dB(A)		
		During the day	At night	Peak time
I	Hospitals	45	40	60
II	Tourist and recreational areas	50	40	65
III	Solely residential and educational areas	55	45	70
IV	Mixed residential and economic areas, in the vicinity of roads	60	50	75
V	Mainly economic, administrative, business centres and shopping malls	65	60	80
VI	Industrial areas, warehouses, traffic areas without inhabitants	70	70	85

## 5. Measures planned for monitoring

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The Monitoring Plan should include monitoring and measuring of key characteristics of plant and installations activity that can have an impact on the environment. The goal of the establishment of the monitoring plan involves monitoring of the impact on environment, i.e.:

- monitoring of changes of the situation as regards the environment and the impact on the living world so as to point at pollution reduction,
- to locate and monitor the causes so as to enable undertaking of remedial and preventive measures,
- to enable evaluation of compliance with relevant legal regulations.

The basis for the monitoring plan is provided in accordance with the Law on Air Protection, Law on Environmental Protection, the Law on Waste (Official Gazette of FBiH, no 33/03), the Law on Waters (Official Gazette of FBiH, No 70/06), amendments to the said laws just like implementing regulations in the field of environment.

## **5.1 Water quality monitoring**

### **5.1.1. Measuring during designing and construction**

- To build a collection point for precipitation waters and their regulation,
- to take care to prevent damage to the existing sewer network located in the vicinity of the route,
- to take care to prevent backfilling of watercourses, and to regulate streams occasionally, and where necessary, by constructing adequate closed channels,
- to provide material such as gravel and sand to prevent impact on watercourses not located in the route area,
- excavation is to be done from the areas where that has become usual practice, in parts where there are appropriate permits for that and in a way regulated under the law, in order to avoid, amongst other, disturbance of water eco systems,
- to recover solid waste created during the construction phase, to reuse it for other construction works or to dispose of it in an adequate way at a city landfill or alternative surfaces approved by the competent municipal service,
- to use the excavated material for forming pedestrian walkways or for levelling green areas, and to consider, together with the competent municipal service, a place for possible disposal of the rest of material with maximum precautions to prevent disturbances of the hydrological regime,
- to use the existing network of roads for machinery moving and envisage places for parking during the construction phase.

### **5.1.2. Measures during exploitation**

- in addition to the installation of oil separators along the entire route, to prevent uncontrolled horizontal transportation of possible considerable quantities of harmful fluids spilt during traffic accidents, the drainage system is to be connected to additional two-chamber receiving-retention basins the capacity of which is sufficient to receive possible contents spilled simultaneously from several standard tanks in conditions of heavy precipitation, with the possibility of separation of oily substances in case of exceeded capacity of oil separators,
- the number and the distance between the gullies, just like the capacity of the receiving pipe system to be determined through an analysis on the basis of data on average precipitation amount and the size of drainage areas, just like in accordance with the configuration of the terrain, i.e. the slope of the road in certain route parts,
- to collect waste water and sludge from impermeable retention basins or lagoons both in normal and in extraordinary conditions, after the natural process of maturing and sedimentation, depending on the characteristics, either those drained in the utility sewer network or treated additionally with neutralization or absorption agents (in case of damages and spills of aggressive substances),
- the entire drainage system is to be maintained on a regular basis with weekly situation checks and cleaning of channels, just like keeping of records of the established situation and implemented maintenance measures, and more frequently in cases of adverse weather conditions,
- hazardous material settler (heavy metals, oils) is to be discharged once a month and delivered to a company involved in hazardous waste disposal.

## **5.2. Air Quality Monitoring**

For inhabited places along the bypass road route it is necessary to carry out one-time control measuring of air quality after the entire route of the road has been opened for traffic. Further measurements are to be carried out every 2 years. The measurements need to include the following characteristic

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parameters: SO<sub>2</sub>, black smoke, NO<sub>2</sub>, sediment (Pb). Measurements need to be carried out by an authorized organization. In case measurements show that the above listed parameters are above limit values according to the Rulebook on the method of air quality monitoring and defining of types of pollutants, limit values and other air quality standards (Official Gazette of FBiH, no. 1/12), it is necessary to determine subsequently additional air quality protection measures in order to bring the air quality to the permitted level. The effects of air quality protection need to be checked through repeated measurements.

### 5.3. Noise Level Monitoring

For groups of houses in settlements along the road route it is necessary to carry out one-time control measurements of noise after the construction and the opening of the entire road section concerned for traffic. Further measurements to be carried out every **5 years**. A characteristic facility needs to be selected for measurement purposes and the measurement needs to be done on the side of the facility that is most exposed to the noise coming from the new road, at the time when traffic is expected to be most intense. In case measurements show that the levels of noise are above the permitted day and night noise levels, which are 60 dB (A) during the day, i.e. 50 dB (A) during the night, it is necessary to subsequently determine the noise protection measures in order to reduce the noise to an acceptable level. The effect of noise protection measures needs to be checked through repeated measurements after their implementation.

## 6. Reporting

The Investor is obliged to Report to the FBiH Ministry of Environment and Tourism on annual pollution emissions in a way prescribed under provisions of Chapter IV of the Rulebook on registries of plants and polluters (Official Gazette of FBiH, no. 82/07) by entering the data in electronic forms posted on <http://www.prtr.fmoit.gov.ba>. The reports must be sent by no later than 30 June of the current year for the previous reporting year.

The Investor shall report without delay any extraordinary situation that has a considerable impact on the environment.

## 7. Period of validity of the Permit

**The validity of this Environmental Permit shall be five years** from the day of the Decision's delivery to the party.

### Explanation

On 05 September 2017, the JP Autoceste Federacije Bosne i Hercegovine d.o.o. Mostar submitted an application for the issuing –renewal of environmental permit for Corridor Vc Motorway Project section Tarčin –Zukići (from km 0+000 up to 10+500), as part of the Tarčin-Mostar Sjever section number UPI 05/2-23-11-177/17 from 05 September 2017, which was issued after the expiration of validity of the previous (first) Environmental Permit for this project number UPI 05/02-23-11-27/12 SS from 04 June 2012.

The following documents were submitted together with the application:

- copy of the previously issued Environmental Permit number UPI 05/02-23-11-27/12 SS from 04 June 2012,
- preliminary design for waste management for the said motorway section,
- water acts: previous water approval issued by the Sava River Watershed Agency, number UP-I/25-1-40-276-3/17 and the previous water approval issued by the Adriatic Sea Watershed Agency number UP/40-1/25-2-48/17,
- excerpt from the planning document for the area concerned.

Based on the opinion of the FBiH Administration for Inspection Affairs number 10-23-7-05477/2017 from 19 September 2017 with regard to this project of public interest that has still not been implemented, that there have not been activities or inspections, meaning that the JP Autoceste FBiH, 01-4524/17, 19 December 2017 (124), 21 December 2017 12:56

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Environmental Permit may be renewed freely on the basis of a comparison of the situation 2012-2017, it has been assessed that there are no legal obstacles preventing the Environmental Permit from been renewed again in the sense of Article 86 of the Law on Environmental Protection, therefore, a decision has been made in accordance with Article 68 and Article 71 of the Law on Environmental Protection as laid down in the operating part of this Decision.

This Decision is final in the administrative procedure and is not subject to appeal, but an administrative dispute may be initiated by filing a lawsuit with the Cantonal Court in Sarajevo within 30 days from the day of receipt of the Decision.

In accordance with the FBiH Law on Federal Administrative Fees and the Tariff of Federal Administrative Fees (Official Gazette of FBiH, no. 43/13), the applicant paid BAM 250.00 onto the budget account with the UNION Banka d.d. Sarajevo.

/seal:  
Bosnia and Herzegovina  
Federation of Bosnia and  
Herzegovina  
FBiH Ministry of Environment and  
Tourism/

**MINISTER**  
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Copies to:

- Public Company Autoceste Federacije Bosne i Hercegovine d.o.o. Mostar,
- FBiH Administration for Inspection Affairs
- Documentation
- archives

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